

**FORBES**

50X1-HUM

DATE DIST. 17 May 1951

SUPPLEMENT TO  
REPORT NO.

THIS IS UNEVALUATED INFORMATION

SOVIET MARITIME FLEET MEETS 1950 PLAN:  
CONTINUES EXPANSION

- 1 -

**SECRET**

**SECRET**

Sanitized Copy Approved for Release 2011/10/19 : CIA-RDP80-00809A000600390378-0

**SECRET**

SECRET

50X1-HUM

Fulfillment of the 1950 plan for construction, and particularly of housing, was exceedingly unsatisfactory.

In 1951, maritime freight carrying is to increase by 9 percent over 1950 for tons and by 8 percent for ton-miles; ports must handle 31 percent more freight than in 1950. Gross production of industry should increase 15 percent, including a 25-percent increase for ship repair.

Despite the fact that layovers of tonnage have been continually reduced and, in comparison with the prewar period layovers per 1,000 tons of freight handled have been reduced by more than 50 percent, the absolute quantity of delays continues to be exceedingly large, and comprises about 25 percent of the total time the ships spend in ports.

Moscow, Morskoy Flot, No 1, Jan 51

On the whole the maritime fleet is still not satisfying the growing demand of the country for freight carrying. Turnover of personnel is still high, and there are frequent cases of infringements of state and labor discipline, as well as cases of infringements, causing accidents and unproductive delays of ships and machinery, of various statutes. During the first half of 1950 alone, the maritime fleet spent 6,347 ship-days in unproductive layovers. During the same period the dry-cargo fleet wasted 2,929 ship-days waiting for docking, warehouses, ship orders, freight documents, and crews, and because of defects in ship machinery.

Moscow, Morskoy Flot, No 3, Mar 51

Unproductive layovers per 1,000 tons of freight processed were reduced in 1950 in comparison with 1949 by 4 percent for the dry-cargo fleet and by 20.6 percent for the tanker fleet.

However, the absolute amount of these unproductive layovers remains exceedingly high. In the ship lines of the Far East unproductive times wasted amounts to 33 percent of the total time spent by ships in port.

In 1950 unproductive layovers amounted to 12,186 ship-days for the Ministry of Maritime Fleet as a whole. Waiting for docking took 3,537.0 ship-days.

The maritime fleet must reduce unproductive layovers in 1951 by 35 percent.

SPECULATES ON SIZE OF SOVIET MERCHANT FLEET -- Göteborg, Svensk Sjöfarts Tidning, No 44, 2 Nov 50

The German shipping periodical Hansa estimates the Soviet tanker fleet at 193,226 tons. The USSR also has two floating factories (whaling), totaling 27,730 tons. On the basis of the incomplete information after the war, Hansa estimated the total prewar fleet at 1.6 million gross tons. As the first post-war Five-Year Plan set out to double the merchant tonnage, Hansa now figures on a USSR merchant fleet of 3 million gross tons, although some Western observers figure on 4 million gross tons by the end of 1950, and 6 million gross tons by the end of 1952.

SWEDES LAUNCH TANKER FOR USSR -- Stockholm Svenska Dagbladet, 17 Dec 50

On 16 December 1950, AB Norrköpings Varv och Verkstad launched another tanker ordered by the USSR. The vessel has a displacement of 1,205 tons and will have a crew of about 30. The shipyard has a sister ship ready and will deliver another two Russian ships in early 1951.

- 2 -

SECRET

**SECRET**

**SECRET**

SECRET

50X1-HUM

DIESEL ELECTRIC TANKER FOR CASPIAN -- Moscow, Morskoy Flot, No 11, 1 Nov 50

The newly shipped tanker General Azi Aslanov has arrived at Baku. The ship, outfitted at the Sormovo Shipyards, is the first diesel electric ship on the Caspian Sea.

- E N D -

- 3 -

SECRET

**SECRET**